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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

REPORT NO. [redacted]

CD NO.

COUNTRY USSR

DATE DISTR. 21 September 1949

SUBJECT VAZ. Railroad Car Repair Plant in Novorossisk

NO. OF PAGES 5

PLACE ACQUIRED 25X1A [redacted]

NO. OF ENCLS. 3 (LISTED BELOW)

DATE OF IN [redacted] 25X1X

SUPPLEMENT TO REPORT NO.

[redacted]

1. Location and Traffic Facilities:

The plant is located approximately 2,000 feet southwest of the NOVOROSSISK main RR station at the northwestern outskirts of the town (see Annex 1). It has two spur tracks to the RR station.

2. Plant History:

a. The plant was established in 1935. It was heavily damaged during the war (according to [redacted] 70 to 80 percent of the plant was destroyed). Reconstruction was started in 1943. In 1946 the reconstruction of the plant was largedly completed and production resumed. 25X1A

25X1A b. [redacted] the dismantled installations of the LEIPZIG (N 52/E 21) RR Repair Plant were used to replenish the plant.

25X1A c. [redacted] machines of a POTSDAM (N 53/Z 63) RR Car Repair Plant which were established mainly in the assembly shop (Annex 2 number 7).

d. In the last war years the plant possibly manufactured artillery (122 mm) and mortar ammunition. [redacted] amounts of scattered ammunition up to 1945. 25X1A

e. At the time of observation the manager of the plant allegedly was SOSHCHENKO.

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[redacted]

3. Plant Installations. The following numbers, 1 through 28, correspond to those on Attachment II.

1. Foundry

(1) Installation:

2 open-hearth furnaces with coke firing
2 shears
punching machines

(2) Production:

(a) Casting of spare parts such as buffers, couplings, brake shoes. Casting was done in sand pits. The required wooden molds were supplied by the plant-owned carpentry.

(b) The casting trimming shop, equipped with pneumatic hammers, and the hardening shop, allegedly equipped with eight annealing furnaces, were housed in the same building.

2. Spring Forge (on the ground floor of a three-story building)

(1) Installations:
2 sliding "Kulissen" forge fires
1 large iron shears
forge hammers

(2) Production: leaf and spiral springs

(3) New spring forge (only reported by one source - 2a on sketch). The workshop allegedly is still under construction.

3. Forge

(1) Installation:

1 light steam hammer
2 heavy steam hammers
5 forge fires
1 large iron shears
1 large plate shears

One source also reported 1 electric and 2 autogenous welding apparatuses.

(2) Production included tooling of axles.

4. Wheel Set Department:

(1) Installation:

3 vertical boring and turning machines
5 grinding machines
7 lathes for manufacturing shafts and axles
2 milling machines
12 spindle drilling machines
20 additional machines (including punching and pressing machines)
2 traveling cranes

(2) Production:

Turning of axles and wheels for the assembly of wheel sets. Allegedly also tooling of buffers(reported by only one source).

5. Mechanical Department: (bolt and screw department)

(1) Installations:

10 one-spindle turret lathes
10 lathes for precision work
15 vertical drilling machines
5 horizontal drilling machines
3 head drilling machines
7 grinding machines
3 thread-cutting machines
1 large planer

(2) Production: Bolts, screws, nuts, and single-parts (partly made of brass and copper), control mechanisms, fittings, etc., also for streetcars.

6. Tool Shops: (in the second floor of the building indicated in number 2)

(1) Installation:

35 to 40 lathes, drilling and milling machines, 10 thread-cutting machines.

(2) Production included riveting hammers, pliers, keys.

7. Assembly Shop:

(1) Installation:

The building was subdivided into four equal departments each of which had autogenous welding apparatuses, pneumatic riveting hammers, large traveling cranes, elevating platforms, and electric cable winches. A wood-working department and a plate-working shop was also housed in this building. Four or five tracks run through the entire workshop.

(2) Production:

(a) Assembly of rail car frames and final assembly. According to one source 5, according to another source 12, R.R. cars could be repaired simultaneously. The production number presumably depends on the kind of manufactured rail car (express train coaches or small freight cars).

(b) According to one source new rail cars are built in one department. The weekly output was four to five units at the time of observation (middle of 1947).

(c) The following sub-departments are recorded:

Mechanical department (lathe shop)
Depot for single parts
Locksmith's shop and electric workshop
Washing plant.

8. Varnishing Shop

(1) Installation:

6 dye-dipping vats
1 traveling crane

(2) Production: Varnishing of RR cars.

9. Sawmill

(1) Installation:

2 frame saws
4 circular saws
1 planer

(2) Production: Planks, boards for floor covering and walls of RR cars.

10. Carpentry (three-story building)

(1) Installation (on the 2d floor)

8 planers
15 circular saws
10 band saws
10 multiple hole vertical drilling machines
10 milling machines

(2) Production (on the 2d floor): Outside planks, floor boards, etc.

(3) Installation and production (on the 3rd floor)

Installation for precision work, for glueing parts and fixing fittings.

A drying shop with boiler plant is attached to the carpentry (see number 10a of annex 2).

11. Wood dump

12. Scrap dump

13. Coal and coke dump

14. Depot for metal parts

15. Depot for foodstuffs

16. Transformer station. Power is supplied from the NOVOROSSISK Power Plant. No emergency generator was observed.

17. Pump station and water basin

18. Boiler House

Presumably the central heating station of the plant. It was still under construction at the time of observation.

19. Repair shop

20. Administration

21. Construction office

22. Training school with quarters for 150 apprentices

23. Parking area for old cars in need of repair

24. Garages (still under construction at the time of observation)

25. Fire house with garage

26. Plant kitchen

27. Main entrance

28. Grass plot.

4. Production:

a. Freight cars (15, 20, 40, and 60-ton cars, boxcars, and platform cars) and coaches (also for express train traffic) were repaired.

b. In addition to new parts manufactured in the plant, parts salvaged from wrecked cars were also used for repairwork. All freight cars had two axles and allegedly were all provided with pneumatic brakes. [redacted] streetcars were also repaired. 25X1X

25X1X c. [redacted] that the 1947 monthly output reached 100 to 120 freight cars and coaches.

5. Work Force and Working Time

25X1X a. [redacted] that 1,500 workmen were employed per production shift.

b. Ten German engineers were in leading positions, including construction planning assignments. The indications on the PW labor force vary from 300 to 1,000.

c. After the reconstruction work was completed, most of the PWs were withdrawn from the plant.

d. Work is done in three shifts of 8 hours each. The PWs were mainly employed in daytime shifts.

6. Security:

The plant is surrounded by a wall and is guarded by plant police in civilian clothing.

3 Annexes: Annex 1 is a map showing the plant location and made according to an aerial photograph. 25X1X

Annex 2 is a plant sketch [redacted]

Annex 3 shows the layout of the plant as seen in the aerial photograph of Annex 1.

Wagon Remontny Zavod